

MASON'S
O.K. SAUCE,
O.K. PICKLES,
MANGO CHUTNEY,
WORCESTERSHIRE
SAUCE,
MUSTARD SAUCE,
TOMATO CATSUP.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General
Post Office in the United Kingdom.

ALEX. ROSS & Co.
Machinery Department
4, Des Voeux Rd. Cent.
Phone 17.

No. 18,713. 號三十零百七千八萬一第 日五初月四年午戊 HONGKONG, TUESDAY, MAY 14TH, 1918. 二拜禮 號四十月五年七國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
(General Managers) 1463

CAPE WHITE WINES.

BRACKENSTEIN
and
JACGER CUP

Shipped by
J. SEDGWICK & CO., LTD.,
CAPE TOWN.

SOLE AGENTS:
CALDBECK,
MACGREGOR & Co.

15, QUEEN'S ROAD CENTRAL.

Telephone No. 77.

NEW CARTRIDGES.

JUST ARRIVED.

FIRST-CLASS D&P PROOF AMERICAN SPORTING CARTRIDGES.
12, 16, and 20 Bore, loaded with all sizes of
Chilled Shot.

These Cartridges, made of the finest damp
proof material, steel lined inside with brass
casing 1 1/2" deep on the outside, are especially
made to withstand the effects of damp
climate and are second to none for reliability
in the field.

We have also received a consignment of
E.S.A. Air Rifles.

Inspection Invited.
WM. SCHMIDT & Co.
(1898)

A LING & CO.

16, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

(1903)

PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

WEEK DAYS	
7.30 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 10.00 " "	" 10 "
10.00 " to 11.00 " "	" 15 "
11.00 " to 12.45 p.m.	" 15 "
12.45 p.m. to 1.15 " "	" 15 "
1.15 " to 1.45 " "	" 15 "
1.45 " to 2.15 " "	" 15 "
2.15 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "
11.00 " to 11.30 " "	" 15 "
11.30 " to 12.00 " "	" 15 "
12.00 " to 12.30 " "	" 15 "
12.30 " to 1.00 " "	" 15 "
1.00 " to 1.30 " "	" 15 "
1.30 " to 2.00 " "	" 15 "
2.00 " to 2.30 " "	" 15 "
2.30 " to 3.00 " "	" 15 "
3.00 " to 3.30 " "	" 15 "
3.30 " to 4.00 " "	" 15 "
4.00 " to 4.30 " "	" 15 "
4.30 " to 5.00 " "	" 15 "
5.00 " to 5.30 " "	" 15 "
5.30 " to 6.00 " "	" 15 "
6.00 " to 6.30 " "	" 15 "
6.30 " to 7.00 " "	" 15 "
7.00 " to 7.30 " "	" 15 "
7.30 " to 8.00 " "	" 15 "
8.00 " to 8.30 " "	" 15 "
8.30 " to 9.00 " "	" 15 "
9.00 " to 9.30 " "	" 15 "
9.30 " to 10.00 " "	" 15 "
10.00 " to 10.30 " "	" 15 "
10.30 " to 11.00 " "	" 15 "

NEW MODEL WEBER PLANOS

Artistic in finish, and combine
perfection of touch with un-
equalled quality of tone.

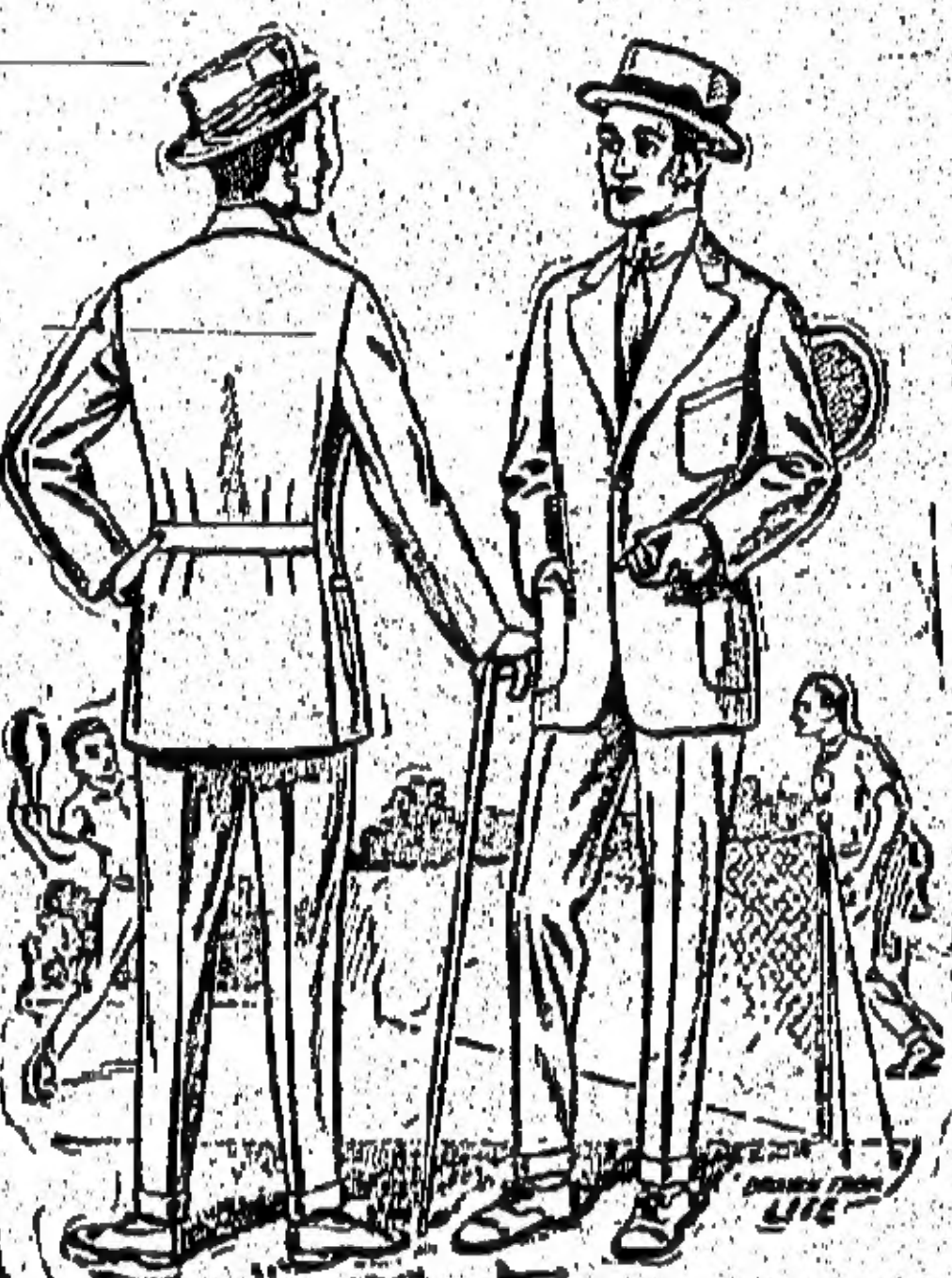
15% DISCOUNT ALLOWED FOR CASH.

MOUTRIE'S

SOLE AGENTS.

[28-3]

Comfortable Suits for Hot Weather.



Made of "Palm Beach"
cloth which combines
comfort and good
appearance.

A Palm Beach suit is
cool, light, durable and
washes splendidly.

Call and inspect them at

MACKINTOSH

A CO., LTD.,
Men's Wear Specialists,
16, Des Voeux Rd. Tel. 89.

LA MINERVA CIGAR FACTORY.

ESTABLISHED 1882.

EPICURES A REALLY DELIGHTFUL SMALL CIGAR
in Boxes of 25 & 50.

REINA MARIA EXCELLING IN RICH FLAVOUR
AND FAULTLESS BURNING
in Boxes of 25 & 50.

LANE, CRAWFORD & CO.,
AGENTS IN HONGKONG AND SOUTH CHINA.

THEATRE ROYAL.

T. DANIEL FRAWLEY

PRESENTS

THE FRAWLEY COY.

IN A SERIES OF NEW AND CURRENT SUCCESSES.

Owing to delay of sailing
the opening date will be
announced later.

Prices \$3, \$2 & \$1. Booking at MOUTRIE'S.

Curtain 9.15 p.m. sharp.

PHILIP CARLTON, Manager.

THE GREAT FIGHT AGAINST GERMAN FICTION.

Mr. Charles T. King writes in the *Daily Express*: The Department of Information is situated on the second floor of the Foreign Office and elsewhere, and to judge by a map of the world, indicating its branches in red, its outposts are everywhere from Ireland to Oceania and from Manchuria westward to San Francisco. The director of the Department of Information is Colonel John Buchan. He has left off writing fiction, and is engaged in killing fiction. German lies have been sown throughout the United States, Turkish lies sown in Syria, Palestine, and Asia Minor and the borders of Persia, Austrian lies, from Potsdam Havens, sown in Northern Italy, Oriental lies sown in the bazaars of India, all sorts of lies that look like truth sown in Europe, Asia, Africa, and America—all these the Department of Information is seeking to kill.

While I was in there a day or two ago they were sending out beautifully printed and illustrated magazines, with the articles in languages of the peoples for whom they were intended, and pictures with messages that know no frontiers. They were sending out articles, paragraphs, photographs, maps, messages, cinema, women, and men. They sent out Sir E. E. Smith. They are sending out Miss Annie Swan, the novelist, and Miss Violet Markham to speak to the American people.

I picked up a broad, beautifully illustrated magazine, and found it was all photographs embedded in Arabic text. In the middle, right across two pages, was a superb photograph of Jerusalem. This was one of our special Palestine editions.

MILLIONS A MONTH. In addition, a constant stream of information is flowing from the department into all sorts of daily, weekly, and monthly local newspapers in all sorts of towns all over the world. About 700,000 copies of the *War Pictorial* have been sent out. Over a million copies of certain pamphlets, such as "The Truth about the War," have been sent out. The department is saving the strain on paper here and to minimise carriage.

Great stacks of appeals to German workmen have been placed under the noses of German workmen by means which will make a fascinating story when the war is over. Every month the despatch of publications from the Department of Information exceeds four millions. Six Oriental papers printed in the native languages are sent out. The counter-attack among Mohammedans the German lie that Britain wants to crush their religion.

There is a constant cabling and wireless service all over the world. They send out about one and a half million words that are flashed over and under the seas every month. British officers are now on their way to Russia, with ten complete cinema outfits to show the truth in that vast country, where the people have been the victims of so many lying tongues.

What is the purpose of it all? To refute German lies and aid in winning the war. That, however, is only a part of it. The War Cabinet, through the Department of Information, is showing long vision. It has set up machinery of truth which it is hoped will have a good effect all over the world when the war is long and terrible as it is, has become but an incident in the story of freedom.

GERMAN TRADE.

SELLING GOODS "MADE IN ENGLAND."

Instructive details in respect to Germany's economic offensive in Holland have come to my knowledge (writes *The Times* Correspondent at The Hague). Great efforts are being made by German firms to secure contracts for delivery of goods in Holland over a period of two years after the war, with a proviso that the contract prices shall be decreased as production cheapens. Big contracts are being negotiated for delivery of straw and felt hats. To accommodate the Dutch demand, the felt hats, though supplied by German firms, are to be marked "Made in England" or "British manufacture." I am informed that one big contract for two years for the delivery of straw hats commences whilst nominally of German manufacture, these straw hats are of Italian origin, the Italian trade mark having been covered with a German mark. It is believed that these hats were stolen or commandeered in the part of Italy overrun by Austrian and German troops.

Germany are also making every effort to buy up office supplies of British manufacture, such as fountain pens in neutral countries. These articles are taken to Germany and sent back to neutral firms of German manufacture. As German firms cannot deliver goods of German manufacture, they are resorting to this trick to keep their customers. Their letters contain repeated suggestions that whilst Britain cannot deliver goods German firms do so at great inconvenience, and ought therefore to be granted long contracts.

It appears that the Germans, after long negotiations, have now completed their organization for the promotion of export trade after the war—export in particular to enemy countries. The *Manchester Guardian* has announced that the "Foreign Trade Company (Limited)" was formally established last week at Berlin in the offices of the new *Reichswirtschaftsamt*, and adds:—

"The object of the company is to provide German industry and German trade with the possibility of participation in the revival of export business, especially to the countries hitherto our enemies. The company has a semi-official character, and has been founded by great economic leagues of trade and industry, of which the most influential have been the Central Union of the German Wholesale Trade and the Union of Exporters. The directorate will consist of eight representatives of trade and industry, and eight deputy directors, and these directors will be nominated by the *Reichswirtschaftsamt* on the advice of the various trade leagues."

THE SHIPPING CRISIS A YEAR'S LOST OPPORTUNITY.

[BY ARCHIBALD HURD.]

To-morrow the House of Commons will discuss the shipbuilding crisis. The debate will arise on the Navy Estimates—a motion to reduce the amount is down—and in normal circumstances the First Lord would deal with the subject. But it is more than doubtful if the House—really aroused, as it must surely be, to the gravity of the opposition—will agree to the supreme problem of the war, on which victory or defeat depends, being regarded as a departmental matter. It is the greatest issue which has arisen in 34 years, and, presumably, the Government's policy will be explained by the Prime Minister. Unfortunately, it is the last day before the Easter recess. If M.P.'s anxiety to get away conquers their duty to their country, the result of the whole struggle may be imperilled, for the war—Navy, Army, munitions, and food—resolves itself into one word—Ships.

The country will learn, in the course of the debate, whether the Department which has failed in a task which lay outside its traditions and methods, is to be permitted, under whatever leadership—whether Lord Pirrie's or otherwise—to retain control, contrary to the unanimous opinion of masters and men in the shipyards and engine-shops, and, in particular, of shipowners, who perhaps better than any other section of the community, realise the character of the peril. The amount of shipping lost by enemy action will be revealed, but those figures will be misleading unless disclosure is also made of the heavy and increasing deductions due to marine casualties—collisions, groundings, and so on. On this occasion the nation ought to learn all the truth, and be convinced that adequate and immediate measures are being taken to rescue it from the worst terrors of war.

A year's opportunity has been lost, owing to bad organisation and misdirected effort, our aggregate fighting power being reduced by 20 per cent. Mark the sequence of events. In May last, Sir Joseph Maclay, the Shipping Controller, who is a shipowner, shipbuilder, and a experienced organiser, was informed that he would no longer have anything to do with construction. That task was turned over to the Admiralty, and Sir Eric Geddes became Controller. Major General Colliard, another railway official, had been in May given charge of merchant work, and very soon there came into existence a khaki-clad sub-department, for what was, seriously described as "auxiliary shipbuilding."

If a railwayman had been placed on the woolsack, would surprise have been felt if peculiar decisions were given? If a lawyer had undertaken to do a major operation on a patient, and that patient died, would any surprise be expressed. The shipbuilding industry, from the top downwards, is highly technical; that definition applies to masters and men. They were humiliated by the suggestion that they were unable to build ships and needed instruction; and, later on, they were reduced to a state of despair, when confusing and contradictory orders reached them from the Admiralty, and other orders as to labour conditions poured on them from no fewer than five uncoordinated, and indeed competing, departments. What happened? Mr. Gerard France reflected the result in his speech on Thursday.

There was a steady increase in shipbuilding during 1916; it was not a rapid and sufficient increase, but it was going up. At the end of 1916, when the control came into the hands of the Shipping Controller, that increase went on steadily. Those who have seen the line of shipbuilding know that in the middle of 1917, when the control passed from the Shipping Controller into the hands of the Admiralty, the line, instead of steadily going up, began to wobble. First it went up, and then down.

That statement suggests reflections. The House of Commons will probably be presented to-morrow with further "curves" of shipbuilding, as well as with figures of shipbuilding losses. Let us hope that they will meet the criticism levelled by shipbuilders at some recent figures. They suggest that the December output might be the subject of inquiry, and they were surprised at the expedition in completing ships on the last day of February. According to Mr. Barnes, the record was "little better than January"—56,000 tons; but according to Dr. Macnamara, speaking later, the figure was just over 100,000 tons. Was there a miracle on the last day of the month of which the world has heard nothing? Also it would be interesting to know if large barges were included as "ships." That opens up an important field of investigation, because, since we live on ships and not "curves," we must be certain that we are really getting ships.

The serious thing is that we have lost a year, while the enemy has gained one; we have not been building ships as they were to have been built, and the Germans have been sinking them faster than many persons anticipated. Over a year ago it was urged in *The Daily Telegraph* that a "whirlwind shipbuilding" campaign was necessary to save us from compulsory food rationing. That meant that action should have been taken on the lines Sir Joseph Maclay had laid down—Earl Curzon, in the House of Lords, stated that that Minister was prepared to give us 3,200,000 tons of ships a year if he was provided with the necessary material and 80,000 more men. Owing to the energy of the Government the steel has been available for some time, but the

(Continued at foot of next column.)

OUR GALLANT MERCHANT SEAMEN. FIRST SEA LORD ON GERMANY'S MISTAKE.

Admiral Sir Rosslyn Wemyss, First Sea Lord, moving the adoption of the report at the annual Court of Governors of the Seamen's Hospital Society, held in the Princess's Restaurant, Piccadilly, said the object for which they were gathered together was one which could not but appeal to the instinct of every Englishman, for, although before the war we were perpetually being told how our island Empire depended upon our seaborne traffic not only for its food but also for the raw material necessary for its industries, the war had given us a practical lesson in that direction which the unheeding could not pass by. The enemy, quick to perceive any chink in our armour, had thought fit to attack in what he thought would be our weak spot, and had attacked us in such a manner as no civilised being would have thought probable; but he had found that the weakness in our armour was less weak than he expected. (Cheers.) He thought that the very menace of his murderous submarine warfare would prevent our merchant ships from putting to sea, but apparently he had not studied history and did not realise that dogged perseverance in the paths of duty and that persistence of effort for which our race had been so conspicuous throughout the pages of European history. (Hear, hear.) He thought perhaps that we were effete, and that our effectiveness would be visible in our merchant navy; but he had made a mistake. (Cheers.) Our merchant navy had proved itself to be as it always was—manned by men who knew not fear, and who, realising their duties, had borne a share of this war in a manner which, in spite of the unexpectedness of the enemy's methods, was beyond all praise and worthy upheld the best traditions of the sea. (Cheers.) No longer could it be said that the merchant seaman might follow his trade in comparative safety when the seas had been swept of the enemy's cruisers. He had now to combat a menace more threatening more ruthless, and more barbarous than any of the practices of the Middle Ages. (Hear, hear.) Let us, then, make it our duty that the future of the merchant seaman was assured. (Cheers.)

The motion, supported by Lord Inchcape and Sir Maurice de Bunsen, was carried by acclamation.

workers are absent. According to statements which have reached Mr. Adland Allen, the M.P. for a Scottish shipbuilding constituency, "at the present moment coming out is still going on in the shipyards." Mr. Allen was, I find, accurately informed.

CAUSES OF THE TROUBLE. Consequently, this is the position at the moment of crisis:

1. The 80,000 men to whom Earl Curzon referred a full year ago have not been supplied, and the number of workers in the shipyards engaged on merchant work is little greater than at the beginning of 1917.
2. The many thousand skilled workers who joined the Army in the early period of the war, when our sea-power was thought not to matter so long as we were strong in land-power, have not been returned by the military authorities. Drafts are just being released.
3. Simultaneously, though everything depends on shipbuilding, the military process of "combing out" the shipyards and engine shops.

"Though it is no good getting ships of war if the blood of the nation is to be stopped, as Mr. Bonar Law lamented last week, about 70 per cent of the available supply of labour now in the shipyards is, according to the Hon. Alexander Shaw, M.P., the representative of another shipbuilding constituency, being occupied with work for the Navy. That statement may be a slight exaggeration. It has, however, never been revealed how the competing naval and mercantile demands have been adjusted since May last; before that date the Asquith Cabinet made itself responsible, holding the balance between the two classes of work."

5. The shipbuilding industry is cramped by harassing regulations and conflicting orders, and asks for greater freedom.

What is the outlook? It threatens to be tragical unless, first, the central organisation is at once reformed radically; second, an independent Minister is appointed for shipbuilding who knows the industry thoroughly and can insist on getting labour; third, shipbuilders and workmen are encouraged a sympathetic atmosphere being created; fourth, the national shipyards are delegated to the background, not being developed out of the expense of the private yards either in the matter of labour or material; and, fifth, merchant shipbuilding is accorded by the War Cabinet priority, for the time, over all other war efforts, Navy, Army, and munitions. If the House of Commons is satisfied with optimistic prophecies, supported by more "curves" and "charts," it will be running the risk of selling our birthright. The danger of complacency is only less serious than that of a party wrangle over the matter. Neither the late nor the present Government is blameless; both were over-impressed by the value of land power, and everything was put into the Army and munitions. Now the chance occurs of undertaking a really effective shipbuilding campaign and retrieving the position. But there will get worse before it gets better, as the food rationing regulations will reveal in the course of the next six or eight weeks. *Daily Telegraph.*

GERMAN PERIL IN SIBERIA. MR. BALFOUR'S WARNING.

In the House of Commons on March 14th, Mr. Balfour replied to questions about the prospect of Japanese intervention in Asiatic Russia, in a deeply interesting speech. Although he had nothing in the nature of a final decision to announce, he was able to render a great public service by laying before the House the broad principles which ought to animate the British Government in coming to a decision.

Mr. Balfour's analysis of an extraordinarily complex and difficult position was a masterly one (says *The Times*). He began by confessing that he was an optimist about Russia, though not about her immediate future. He sketched the dark Russian picture with a sure hand, and reminded his critics that while Russia was still suffering from invasion by her enemy, she was only nominally out of the war.

Mr. Balfour proceeded to show how fallacious was Mr. Lees Smith's idea that a Japanese expedition would dismember Russia. He declared that the view of those who thought that the time might come for Japanese aid was that Japan would act as the friend, and not as the enemy, of Russia, with preservation, and not plunder, as her object. Discussing the question of the ability of Germany to injure the Allied course in Siberia, Mr. Balfour agreed that it was highly improbable that she would try to send a great organized military force from Peking to Vladivostok. But he noted the lieutenants to face the prospect, with Russia lying derelict upon the waters of German penetration from end to end. That, he urged with great gravity, would be disastrous for Russia, and injurious to the Allies.

Mr. Balfour doubted whether the extent to which this penetration had already gone was fully realized. He suspected that a German officer was much sater travelling through Russia than an Allied officer. That, of course, was not because the Russians loved the Germans, but because German penetration had struck at the root of Russian power. Let the House ponder the meaning of his information that the only bank allowed at Moscow was a German bank! It was his belief that the Bolshevik Government sincerely desired to resist this German penetration, but he pointed out that every instrument which made resistance possible had been destroyed.

Accordingly, Mr. Balfour explained, the Allies of Russia had inevitably to ask themselves whether they could not supply what she lacked. That was done in Russia's own interest, and not with any hope of gain. "Good Heavens," Mr. Balfour exclaimed, "our relations with Russia in this war do not suggest gain!" No, it was done because the Allies believed that if Germany spread her tentacles through the whole of Russia she would secure the whole of Russia's huge resources, especially of the richest part, Western Siberia.

Looking ahead, Mr. Balfour expressed his belief that Germany would foster the present chaos in Russia, and eventually re-establish the autocracy. If that prophecy came to pass, he added grimly, then indeed all our dreams of Russian liberty and development would be gone. So he could not see how, without external help, Russia was going to resist this German invasion. The only question, therefore, for the Allies was to ask themselves if any of them could help Russia in her extremity. He agreed that there might be feelings which rendered assistance by the only country which could give it in the East a question of difficulty over which statesmen would hesitate. But he had no doubt that the Allies ought to do what they could, and he did not reject a priori any suggestion or solution which offered the slightest hope of their doing any good. Mr. Balfour ended his speech, which made a great impression on the House, by eulogizing the perfect loyalty with which Japan had acted during the war and by declaring emphatically that no decision of the Allies would be hostile to Russia or the revolution.

THE FUTURE OF EMBASSIES

It is an interesting sign of the times that the *Times* prints the following letter signed "Olim," in large type:—

The newspapers speak of embassies likely to be vacant. Does not this offer a favourable opportunity for doing away with them altogether, in agreement, of course, with those countries with which we now exchange embassies? An Ambassador is a pompous and expensive form of envy. His one exceptional privilege, so far as I know, is the right to demand a personal audience of the Sovereign to whom he is accredited. What this is practically worth we see from Mr. Gerard's narrative of his vain efforts to obtain an audience of the Emperor William during this war. Moreover, the most important Sovereigns with regard to whom this access might be of some slight advantage are the two Emperors with whom we are fighting, and with whom we can never resume Ambassadorial relations, which imply something kindly and personal. But an envoy in these days wants to see the Foreign Secretary, not the Sovereign, and indeed the Minister of a great State at a critical juncture would have quite as much weight and right of access as an Ambassador. An Ambassador requires a very large salary, and yet can rarely live on it, as so much of splendour is expected of him. And he is apt to be punctilious and exacting about his rights and precedence matters which are sinking into the background. He is indeed, the survival of the dead past.

Convenience and economy both dictate the abolition of these functionaries, and the relations of countries would not suffer.

SHANGHAI SPRING RACES.
SOME OF TO-DAY'S RESULTS.

The Shanghai Spring Race meeting opened yesterday. The following are the results:—

PAPER HUNTERS' CUP.—Three quarters of a mile.

Mr. Slogger's Wild Night (Mr. Burkill) 1
Mr. Ezra's Iron Duke (Mr. I. Ezra) 2
Mr. R. McGregor's The Bookie (Mr. Commons) 3

Time: 1min., 30.45secs.

CRITERION STAKES.—One mile.

Messrs. Winsome and Hasty's The Oriole (Mr. Hill) 1
Mr. Henry Morris' Castlefield (Mr. Stewart) 2
Mr. Ezra's Triumph (Mr. I. Ezra) 3

Time: 2min., 25secs.

GRIFFINS' PLATE.—Three quarters of a mile.

Mr. G. D. Coult's Buxted (Mr. Dalgleish) 1
Mr. Fash's Nigger Minstrel (Mr. Hill) 2
Mr. George Sand's Greysand (Mr. Vida) 3

Time: 1min., 28.45secs.

THE CATHAY CUP.—One mile and a half.

Mr. Henry Morris' Beaconfield (Mr. Stewart) 1
Mr. John Liddell's Gladiator (Mr. Burkill) 2
Messrs. Winsome and Hasty's The Bullfinch (Mr. Hill) 3

Time: 3min., 11.25secs.

THE POU-MA-TING CUP.—One mile.

Mr. Ezra's Castlewood (Mr. I. Ezra) 1
Messrs. Winsome and Hasty's The Swallow (Mr. Hill) 2
Mr. G. D. Coult's Richmond (Mr. Dalgleish) 3

Time: 2min., 03.25secs.

THE HART LEGACY CUP.—Half a mile.

Mr. John Peel's Sandy (Mr. Johnston) 1
Mr. George Sand's Merryland (Mr. Vida) 2
Mr. C. R. Burkill's Loofield (Mr. I. Ezra) 3

Time: 58.45secs.

THE JOCKEY CUP.—One mile.

Mr. Uo's Spaghetti (Mr. Selch) 1
Mr. Silex's Possum (Mr. Peacock) 2
Mr. George Sand's Daintysand (Mr. Crockham) 3

Time: 2min., 04.25secs.

THE KIANOW CUP.—One mile and three quarters.

Mr. Ezra's Rosewood (Mr. I. Ezra) 1
Mr. Henry Morris' Wakefield (Mr. Stewart) 2
Mr. John Peel's Black Diamond (Mr. Johnston) 3

Time: 3min., 41.35secs. (record).

THE ECLIPSE STAKES.—One mile and a quarter.

Mr. Henry Morris' Oakfield (Mr. Stewart) 1
Capt. Bahnsen's Jomshorg (Mr. Rowe) 2
V.M. and C.R.B. Over There (Mr. Burkill) 3

Time: 2min., 39.45.

THE CHILF CUP.—One mile and a quarter.

Mr. John Peel's Springie (Mr. Johnston) 1
Mr. Rennie's Rouble (Mr. Burkill) 2
Mr. P. Hinode's Zomba (Mr. Springfield) 3

Time: 2min., 39.15secs.

THE HONGKONG PLATE.—Seven furlongs.

Mr. Stubb's Colenton (Mr. Dupree) 1
Mr. R. Macgregor's The Globe (Mr. Commons) 2
Mr. Lamerton's Medina-Sedonia (Mr. Rowe) 3

Time: 1min., 47secs.

THE IRISH ASSOCIATION IN SHANGHAI.

The N.G. Daily News says that a number of members of the St. Patrick's Society have resigned, and that there is a movement on foot to form an Irish Association, solely for the purpose of promoting social intercourse among Irishmen, and providing funds for carrying on charitable work among any distressed Irish families in Shanghai. They state that the St. Patrick's Society, which originally formed to promote social intercourse between Irishmen in Shanghai, and to accumulate funds for charitable purposes, and that this purpose was admirably fulfilled in the past. The proceedings at a recent meeting indicate that the original mission of the Society is being submerged, and that it is being made a medium for the expression of the views of political parties. They allow every man the right of his political opinions, but they refuse to be associated with anyone who regards the furtherance of his private political opinions as of greater than, or even of equal importance to, the winning of the war.

SPORT.

LAWN TENNIS.

TENNIS LEAGUE, DIVISION 1.

CHINESE RECREATION v. KOWLOON C.C.

Played on the Chinese Recreation Club's ground on Saturday and won by the home team by 67 games to 32. Scores:—

Ng Sze Kwong and Wong Po Keung beat Green and Manley, 9-2; beat Stalker and Abraham, 8-3; beat Blackburn and Stapleton, 11-0.

Lo and Lo lost to Green and Manley, 3-8; beat Stalker and Abraham, 6-3; beat Blackburn and Stapleton, 8-3.

Wong Po Kie and Yew Man Tsun lost to Green and Manley, 5-6; beat Stalker and Abraham, 9-3; beat Blackburn and Stapleton, 6-5.

CLUB RECREATION v. UNIVERSITY.

The University team lost to the Club de Recreio team, who visited there on Saturday, by 50 games to 43. Scores:—

Brayshaw and Redmond beat Yvanovich and Pinna, 6-5; beat Lopes and Lopes, 6-5; beat Marques and Yvanovich, 9-2.

Shoa Sin Kah and Kim Ken Tim lost to Yvanovich and Pinna, 4-7; lost to Lopes and Lopes, 3-8; lost to Marques and Yvanovich, 5-6.

Gitting and Chan Ming Ching lost to Yvanovich and Pinna, 3-8; lost to Lopes and Lopes, 4-7; lost to Marques and Yvanovich, 5-6.

U.S.R.C. v. C.R.C.

This match postponed from May 4th, was played off at the U.S.R.C. ground on Sunday and won by the C.R.C. by 6 games to 35. The scores were as follows:—

Col. Mayhew and Major Adoino lost to Ng Sze Kwong and Wong Po Keung, 2-8; lost to M. K. Lo and M. W. Lo, 1-10; lost to Wong Po Kie and Yew Man Tsun, 5-6.

Col. Crisp and Murray lost to Ng Sze Kwong and Wong Po Keung, 2-9; beat M. K. Lo and M. W. Lo, 6-5; beat Wong Po Kie and Yew Man Tsun, 7-4.

King and Bout lost to Ng Sze Kwong and Wong Po Keung, 2-9; lost to M. K. Lo and M. W. Lo, 2-9; beat Wong Po Kie and Yew Man Tsun, 7-4.

HONGKONG C.C. TOURNAMENT.

The following were yesterday's results in the tennis tournament:—

MIXED HANDICAP DOUBLES.

C. Cooper-Hunt and Mrs. Nisbet (owe 15/3) beat C. B. Brown and Mrs. Brown (rec. 15/3) 2-6; 6-2; 6-2.

HANDICAP DOUBLES.

F. A. Redmond and A. Morse (owe 1-0) beat A. G. M. Fletcher and E. R. Hallifax (rec. 15/1) 0-4; 3-6; 6-1.

C. C. Stark and F. E. Joseland (scr.) beat H. J. Jackman and R. M. Henderson (rec. 15) 0-4; 2-6; 6-0.

PROFESSIONAL PAIRS.

N. E. Kent and J. S. Jennings beat L. H. E. Murray and A. B. Raworth 6-4; 6-4.

R. and H. Hancock beat Major Ardono and Capt. M. Jones 6-2; 6-2.

HONGKONG JUNIOR TENNIS LEAGUE.

CIVIL SERVICE "B" v. DOCKYARD RECREATION CLUB.

Playing at home, on Saturday, the Civil Service "B" team just managed to defeat the Dockyard Recreation Club by the narrow margin of three games—51 to 48. The following are the scores:—

Goodall and Reynolds beat Black and Parry, 6-5; beat Phillips and Bowers, 9-2; lost to Crocker and Trueman, 5-6.

Denkin and Clarke lost to Black and Parry, 4-7; beat Phillips and Bowers, 8-3; lost to Crocker and Trueman, 5-6.

Haskett and Edmonds lost to Black and Parry, 2-9; beat Phillips and Bowers, 10-1; lost to Crocker and Trueman, 2-9.

GOLF.

ROYAL HONGKONG GOLF CLUB COMPETITIONS.

Professional Pairs Competitions.—This was won by Messrs. W. D. Kraft and C. C. Stark, who beat Messrs. J. Gibb and W. J. Morrison in the final at Fanling on Wednesday last, the 8th inst., 2 p.m.

In the semi-finals Messrs. J. W. Taylor and P. J. Cobb lost to Messrs. Kraft and Stark, and Messrs. Bulmer Johnson and A. H. Crew to Messrs. Gibb and Morrison.

Captain's Cup, May.—This was decided over the Fanling course during the week end, May 4th and 5th, and Mr. Stark returned the winning card with the score 93-11-83. Mr. M. M. Maas was second with 96-13-83.

HONGKONG MAGISTRACY.

ARRESTED AFTER ONE YEAR.

A Chinese was charged with assaulting an Indian watchman in February, 1917. Mr. J. M. Hall appeared for defendant.

It was stated that when defendant was first arrested he was granted bail in \$25, which was estreated. Defendant was not discovered till a few days ago. The watchman was assaulted because he arrested defendant in connection with a theft of coal.

Mr. J. R. Wood remanded the case for a week.

ALLEGED UNLAWFUL POSSESSION.

A Chinese was charged with being in unlawful possession of a lady's hand-bag. Sgt. Ingham stated that he noticed defendant enter a pawnshop with the intention of pawning, a black coat. Witness stopped him on suspicion and, on searching him, found a lady's bag containing several lottery and pawn tickets.

Defendant said the bag was his. He had arrived from Macao a few days previously and was not aware that the law forbade him to pawn anything.

Mr. Dyer Ball remanded the case for further inquiries.

PORTUGUESE LADY CHARGES HER BOY WITH THEFT.

A Chinese youth, who was employed by Miss Rosa Pereira, of No. 9, Belilios Terrace, was charged with stealing jewelry to the value of \$127, the property of his mistress. Another man, a shop-keeper, was charged with unlawfully receiving the stolen property.

Mr. Mattingley appeared for the receiver of the stolen property.

Inspector Torrett stated that the robbery took place between March 6th and May 6th, but it was not discovered till Friday last. The articles stolen were two silver cups valued at \$57, a pair of silver vases, \$30, one silver pot, \$25, and ten silver spoons, \$15. Information was given to the Police, and Sergeant Cockle raided the "boy's" house. Defendant then admitted that he had stolen the articles and had sold them to a shop-keeper in Circular Street.

Mr. Dyer Ball remanded the case till Friday, fixing bail for the shop-keeper at \$200. The first defendant was ordered to be kept in custody.

LAWN BOWLS.

CIVIL SERVICE v. TAIKOO, THE POLICE AND KOWLOON.

A very pleasant afternoon was spent at the Civil Service Club on Saturday on the occasion of the opening of the bowls green, when a match of 4 rinks was played against teams from Taikoo, the Police and Kowloon (2).

In welcoming the visitors, Mr. J. J. Blake said he hoped everybody would thoroughly enjoy himself, and that in the season just commencing the Civil Service team would be more successful than they were last year. He also had a word to say in appreciation of the ladies of the Club, who always contributed largely to the success of such functions as these.

From the point of view of results only, the Civil Service could hardly be said to have had a successful day, for they lost on three rinks out of the four, Bacon's team only putting off a win.

At the close of play, votes of thanks were moved by Messrs. Harvey (Kowloon), Witherspoon (Taikoo) and Gordon (Police), who expressed the visitors' appreciation of the very enjoyable time spent.

Spoons were handed to the winners by Mrs. McLeod, and this was much appreciated by the players.

The following were the scores:—

CIVIL SERVICE. POLICE.

Hudson Calliford
Hunter Field
Duncan Watt
Bacon (Skip) 21 Grant (Skip) 19

CIVIL SERVICE. KOWLOON.

Fincher Dixon
Pooley Allan
Foulds Harver
Blake (Skip) 16 Russell (Skip) 21

CIVIL SERVICE. TAIKOO.

Borthwick Sloan
Bullen Connelly
Mao Morrison
McLeod (Skip) 16 Witherspoon (Skip) 20

CIVIL SERVICE. KOWLOON.

Langley Smyth
Richardson Shaw
Oxberry Mair
Stanley (Skip) 10 Cooper (Skip) 28

CANTON NEWS.

(BY COURTESY OF THE "CHUNG HONG SAN PO.")

CANTON, May 13th.

MINISTER OF WAR ARRESTED.

Chang Hoi-yu, the Defence Commissioner of Nam-hung, Minister of War to the Military Government, and Commander of Yunnan troops, who has been opposed to the change in the Government, was arrested by the Tuchun's guards.

Chang, acting under the orders of the Tuchun, returned to Canton yesterday, and he was arrested as soon as he left the station of the Canton-Hankow Railway.

Chang is accused of having been in communication with General Lung and the Peking Government, and it is stated that he ordered his troops to evacuate Nam-hung, before the Northern troops arrived. Chang is also accused of having received bribes to make disturbances in Canton. Chang is now a prisoner in the Tuchun's Yamen. His Ministry and recruiting bureau in Canton have been dissolved. Some of his followers were unwilling to be disbanded and commenced to fight, but after one man had been killed and several wounded the trouble was ended. It is said that Chang's Chief Secretary was arrested and shot.

The Tuchun, in view of the situation created, has sent additional troops to occupy important positions in the city.

It is reported that reinforcements from the Che-kiang province to Eukien arrived at Amoy the other day. It is anticipated that the Fukien troops will soon attack.

General Luk.

A message from Nam-ning states that General Luk Wing-ting, in view of the present unrest, has decided to proceed to Wu-chow to consulting with the Tuchun and other leaders. Luk's advanced guards have left Mo-ming (Luk's native place) and Luk, it is said, will follow shortly.

TANK WEEK IN SHANGHAI.

HALF A MILLION STERLING NOW EXPECTED.

There is no indication of weakening in the steady demand of Tank Week buyers of British National Bonds and the total is now only \$10,000 short of the original goal of the Tank Committee, who at first expected only a modest \$250,000, says the N.G. Daily News. There are still three days to go before the lists close, when, it is confidently predicted, the total will be closer to \$500,000 than \$250,000.

Up to four o'clock on May 8th, the following amounts had been registered at the various offices:—

Chartered Bank 29,900
Hongkong & Shanghai Bank 126,700
International Bank 25,200
Mercantile Bank 6,750

Direct remittances through London Offices 16,900
C.J. War Savings Association 34,000

Total £239,350

The donation war bonds list for local war charities, started at the Shanghai Club by Mr. E. T. Byrne, now stands at £4,400.

Further subscriptions may be sent to Mr. C. R. Slowe, 75, Szechuen Road, who will also be pleased to give all information relative to the purchase of bonds and payment for same.

A WOMAN SPY.

SENTENCED TO TEN YEARS' PENAL SERVITUDE.

Louise Mathilde Smith, a middle-aged widow, was sentenced to ten years' penal servitude at the Old Bailey on charges under the Defence of the Realm Act of communicating information with intent to assist the enemy, and of attempting to transmit through the post certain printed matter in a manner to evade detection by the postal censor.

In consequence of an application by Sir A. Bigham, on behalf of the Crown, that the case should be heard in camera, on the ground of national safety, the public were excluded, and the trial began behind locked doors.

After the woman had been found guilty on all counts the court was thrown open, and Mr. Justice Avey, addressing her, said:—

"The jury have found you guilty of this offence, and that you committed it with the intention of assisting the enemy; you are liable to be sentenced to death. I have mentioned that in order that other persons may take warning. In your case I will act on the assumption in your favour that this is an isolated transaction."

I give you the benefit of any doubt that there may be on that point, but you must realize that such an offence can only be met by severe punishment in the hope—perhaps the vain hope—that it may deter others. The sentence is that you be kept in penal servitude for ten years."

INTIMATIONS

LANE, CRAWFORD

AND COMPANY.

GENTLEMEN'S OUTFITTING DEPT:

SLEEPING SUITS

SPECIALLY MADE FOR L. O. & CO. IN THE GENUINE "AERTEX" CELLULAR TROPICAL WEIGHT CLOTH.

WEARERS OF "AERTEX" CELLULAR ARE REMARKABLY FREE FROM COLD AND CHILLS

THE SUITS ARE FINISHED WITH HALF LENGTH SLEEVES AND LEGS, NO COLLAR AND OPEN AT NECK.

THE IDEAL SLEEPING SUIT FOR THE HOT SEASON.

ALL SIZES IN PLAIN WHITE.

\$6.50 per suit.

LANE, CRAWFORD & CO.

SHERWIN-WILLIAMS

PAINTS & VARNISHES.

S.W.P.—PREPARED PAINT.

FLAT-TONE—A flat oil paint for interior decoration.

CONCRETE FINISH—The ideal paint for concrete and plaster walls.

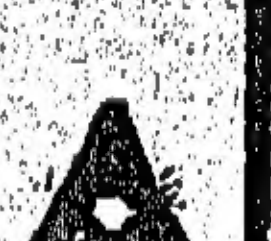
WORLD BRAND ZINC—25 lb. pails.

"OLD DUTCH" ENAMEL.

Colour cards and information on application.



Andersen, Meyer & Co., Ltd.,
Sole Agents.
Hotel Mansions, Mission Buildings,



Wm. Powell Ltd
TELEPHONE 346

We have now a complete stock of

BATHING COSTUMES.

A. S. A. STYLES.

IN SMART

COLOURINGS AND WHITE.

BATH GOWNS

TOWELS

TURKISH, HUCKABACK and LINEN.

RELIABLE QUALITIES.

WANTED.

COMPETENT BOOK-KEEPER. Apply in writing stating salary required to PERCY SMITH, BETH & FLEMING. [1884]

WAI KEE.

FLAG & SAILMAKER.
No. 129, Des Voeux Road Central,
Top Floor,
HONGKONG.
Telephone No. 1833.

GRACA & CO.

No. 4, WINGMAN STREET,
HONGKONG.

Dealers in

POSTAGE STAMPS, VIEW POST CARDS
FLOWER SEEDS, TOYS, &c.

Just received a Selection of
ARTISTIC SILVER MEDALS
of Our Lady of Perpetual Help, &c., &c.

THE WAR.

RENEWED ACTIVITY ON WESTERN FRONT.

POSITIONS IMPROVED BY FRENCH FORCES.

BRITISH NAVY'S BRILLIANT SUCCESS.

OSTEND PARTIALLY CLOSED.

CENTRAL EMPIRES AND ROUMANIA.

THE SITUATION IN UKRAINE.

Branco-Belgian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH FRONT.

PORTION OF TRENCH RECOVERED.

LONDON, May 10th. Field-Marshal Sir Douglas Haig reports:—Our counter-attack recaptured the small portion of the front trench gained by the enemy north-westward of Albert.

We captured a few prisoners. Hostile artillery were active in the Somme and Ancre valleys and at different points of the Lys battlefield.

RAID REPULSED.

LONDON, May 11th.

Field-Marshal Sir Douglas Haig reports:—We repulsed a raid in the neighbourhood of Neuville Vitasse.

GERMAN REPORT.

LONDON, May 11th.

A wireless German official report admits that the enemy obtained a footing at Grivesnes Park.

AERIAL OPERATIONS.

LONDON, May 11.

Low clouds and mist prevented flying on Friday until late in the afternoon, when the weather cleared on a small part of the front, when there was great aerial activity until dark.

We dropped 14 tons of bombs on Peronne, Bapaume, Thiel, Douai, Zebruggue and the docks at Bruges.

Hostile scouts were very active, repeatedly attacking our bombing machines. We brought down eight and drove down six uncontrollable. Nine British machines are missing. One of ours reported missing on May 7th has returned.

LONDON, May 11th.

Cloudless weather enabled a full day's work on the 9th inst. Our machines flew all day reconnoitring and photographing. Our bombers displayed great activity on the whole front and dropped 24 tons of bombs, including the important railway stations at Tournai, Douai, Maroing, Chaulnes and Cambrai, billets at Carvin, Peronne, Chippilly, and the docks at Zebruggue.

Air fighting was almost continuous, and was particularly fierce towards dusk. We brought down 27 German machines and drove down 12. Six British machines are missing. At night we dropped four-and-a-half tons of bombs on the docks and entrance to the canal at Ostend and three-and-a-half tons on Peronne, Chaulnes and Bapaume. All ours returned.

LONDON, May 9th.

We dropped ten tons of bombs on Le Cateau, Cambrai, Bapaume, and Zebruggue docks and the Mole. Strenuous air fighting occurred in the northern area.

We brought down 29 German machines and drove down seven by gun-fire and shot down another. Seven British machines are missing. We dropped a ton of bombs at night time on the railway stations at Douai and Maroing.

THE SPLENDID BRITISH ARTILLERY.

LONDON, May 10th.

The Press Bureau announces that Field-Marshal Sir Douglas Haig has expressed his deep appreciation of the splendid service rendered by the artillery in the Somme and the Lys battles. He added that the infantry were the first to admit the inestimable value of the artillery support. The confident reliance of each arm upon the most wholehearted and self-sacrificing co-operation of the other is the greatest possible assurance that all further assaults will be met and defeated.

POSITION IMPROVED.

LONDON, May 13th.

Field-Marshal Sir Douglas Haig reports:—By a successful local operation yesterday, the French improved the position northward of Kemmel village. They captured over a hundred prisoners. We repulsed a raid on the Ypres-Commines Canal.

Our patrols in night encounters took prisoners and a machine-gun in the neighbourhood of Meteren.

Enemy artillery were active in the Ancre sector and southward of Albert, and in our forward positions eastward of Loos and southward of Voormezele.

LOCAL FIGHTING.

LONDON, May 10th.

Field-Marshal Sir Douglas Haig reports:—There was local fighting to-day at Aveluy Wood and northward of Albert.

There was hostile artillery firing, particularly in the Vimy and Robecq sectors and southward of Dickebusch.

FRENCH ADVANCE LINE.

LONDON, May 11.

Field-Marshal Sir Douglas Haig reports:—The French advanced the line slightly north-eastward of Loere and captured several prisoners.

We carried out successful raids westward of Merville and brought back prisoners and a machine-gun. Our fire stopped an attempted raid eastward of Ypres.

GERMANS HAVE TO BEGIN ALL OVER AGAIN.

LONDON, May 9th.

Reuter's Correspondent at British Headquarters, telegraphing this evening, states:—The enemy has made virtually no progress since the capture of Mont Kemmel, showing no disposition to follow up his initial move, which was generally anticipated. So long as his local attacks continue to be neutralized, as was the case yesterday, so long the bigger attempt is likely to be postponed. His dense concentrations remain in position, but the momentum has gone out of his original push, and the offensive has spent itself. He is now in the position of having to start a fresh one against the Allies, who have had liberal time for overhauling their defences. The enemy is now faced with the same problem as on March 21st.

BRITISH AIRMEN'S WONDERFUL WORK.

LONDON, May 10th.

Reuter's Correspondent at British Headquarters, telegraphing to-day, states:—The lull continues. Our airmen continue to do wonderful work. The number of enemy machines brought down during the past few days is remarkably high. It is reported that Lt. von Richthofen, brother of the famous German airmen, recently fell and fractured his skull in the Somme Valley, and is not likely to fly again.

BELGIAN REPORT.

LONDON, May 11st.

A Belgian communiqué states:—German artillery bombarded Belgian works and communications in the Niepoort zone during the night, while the British were attacking the coast.

GERMAN REPORT.

LONDON, May 9th.

A German wireless official message states:—Our local attacks to the south of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Vyver brook on a width of two kilometres and ran into a Franco-British attack which dissipated. The enemy's attack fully developed only astride the Laingheist-Kemmel road and was repulsed, together with counter-attacks against our new positions. We took 675 prisoners belonging to six French and two English divisions, which suffered heavily. We took a number of prisoners in repulsing English advances on the south bank of the Lys, near Bueuoy, and to the south of Albert. We took forty-five prisoners during an unsuccessful Australian night attack on the Corbie-Bray road. In air-fighting during the past few days we brought down thirty-seven enemy aeroplanes.

GERMAN REPORT.

LONDON, May 9th.

A German wireless official message states:—Our local attacks to the south of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Vyver brook on a width of two kilometres and ran into a Franco-British attack which dissipated. The enemy's attack fully developed only astride the Laingheist-Kemmel road and was repulsed, together with counter-attacks against our new positions. We took 675 prisoners belonging to six French and two English divisions, which suffered heavily. We took a number of prisoners in repulsing English advances on the south bank of the Lys, near Bueuoy, and to the south of Albert. We took forty-five prisoners during an unsuccessful Australian night attack on the Corbie-Bray road. In air-fighting during the past few days we brought down thirty-seven enemy aeroplanes.

GERMAN REPORT.

LONDON, May 9th.

A German wireless official message states:—Our local attacks to the south of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Vyver brook on a width of two kilometres and ran into a Franco-British attack which dissipated. The enemy's attack fully developed only astride the Laingheist-Kemmel road and was repulsed, together with counter-attacks against our new positions. We took 675 prisoners belonging to six French and two English divisions, which suffered heavily. We took a number of prisoners in repulsing English advances on the south bank of the Lys, near Bueuoy, and to the south of Albert. We took forty-five prisoners during an unsuccessful Australian night attack on the Corbie-Bray road. In air-fighting during the past few days we brought down thirty-seven enemy aeroplanes.

GERMAN REPORT.

LONDON, May 9th.

A German wireless official message states:—Our local attacks to the south of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Vyver brook on a width of two kilometres and ran into a Franco-British attack which dissipated. The enemy's attack fully developed only astride the Laingheist-Kemmel road and was repulsed, together with counter-attacks against our new positions. We took 675 prisoners belonging to six French and two English divisions, which suffered heavily. We took a number of prisoners in repulsing English advances on the south bank of the Lys, near Bueuoy, and to the south of Albert. We took forty-five prisoners during an unsuccessful Australian night attack on the Corbie-Bray road. In air-fighting during the past few days we brought down thirty-seven enemy aeroplanes.

GERMAN REPORT.

LONDON, May 9th.

A German wireless official message states:—Our local attacks to the south of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Vyver brook on a width of two kilometres and ran into a Franco-British attack which dissipated. The enemy's attack fully developed only astride the Laingheist-Kemmel road and was repulsed, together with counter-attacks against our new positions. We took 675 prisoners belonging to six French and two English divisions, which suffered heavily. We took a number of prisoners in repulsing English advances on the south bank of the Lys, near Bueuoy, and to the south of Albert. We took forty-five prisoners during an unsuccessful Australian night attack on the Corbie-Bray road. In air-fighting during the past few days we brought down thirty-seven enemy aeroplanes.

GERMAN REPORT.

LONDON, May 9th.

A German wireless official message states:—Our local attacks to the south of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Vyver brook on a width of two kilometres and ran into a Franco-British attack which dissipated. The enemy's attack fully developed only astride the Laingheist-Kemmel road and was repulsed, together with counter-attacks against our new positions. We took 675 prisoners belonging to six French and two English divisions, which suffered heavily. We took a number of prisoners in repulsing English advances on the south bank of the Lys, near Bueuoy, and to the south of Albert. We took forty-five prisoners during an unsuccessful Australian night attack on the Corbie-Bray road. In air-fighting during the past few days we brought down thirty-seven enemy aeroplanes.

GERMAN REPORT.

LONDON, May 9th.

A German wireless official message states:—Our local attacks to the south of Dickebusch Lake were completely successful. We stormed strongly fortified positions on the east bank of the Vyver brook on a width of two kilometres and ran into a Franco-British attack which dissipated. The enemy's attack fully developed only astride the Laingheist-Kemmel road and was repulsed, together with counter-attacks against our new positions. We took 675 prisoners belonging to six French and two English divisions, which suffered heavily. We took a number of prisoners in repulsing English advances on the south bank of the Lys, near Bueuoy, and to the south of Albert. We took forty-five prisoners during an unsuccessful Australian night attack on the Corbie-Bray road. In air-fighting during the past few days we brought down thirty-seven enemy aeroplanes.

FRENCH SUCCESS.

PARIS, May 10th. A communiqué states:—After an intense but short artillery preparation yesterday afternoon, we captured the park of Grivesnes, an important part of which the Germans had occupied.

We captured 235 prisoners, including four officers and brought back a large quantity of material. Despite lively enemy artillery firing and reconnaissance attempts to reach our new line, we maintained the conquered positions, which we have organised.

GENERAL ACTIVITY.

We carried out successful local operations or repulsed raids on the right of Ailette in the region of Massige north of Rheims, and in the forest of Ailly.

FRENCH AVIATOR'S ACHIEVEMENT.

Lieut. Fonck yesterday brought down six German planes, the first two in ten seconds and the third five minutes later. VIOLENT ARTILLERY ACTIVITY.

PARIS, May 11th. A communiqué states there was a fairly violent artillery struggle in the region of Grivesnes and between Lassigny and Noyon.

BRILLIANT COUNTER-ATTACK.

A communiqué states:—After a very violent artillery preparation the Germans this morning with shock-troops attacked Ganne Wood, southwest of Mailly-Raineval and gained a footing under cover of a fog in the northern part of wood, but they were out driven by a brilliant counter-attack. Our line has been completely restored. The Germans lost heavily and left one hundred unwounded prisoners, fifteen machine-guns and a quantity of material in our hands.

Naval Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

OSTEND SUCCESSFULLY BLOCKED.

OPERATION COMPLETED.

LONDON, May 10th. The Admiralty announces:—An operation designed to close the ports of Ostend and Zebruggue was successfully completed on the night of May 9th, when the obsolete cruiser *Vindictive* was sunk between the piers and across the entrance of Ostend harbour.

Since the attack on Zebruggue on April 23rd, the *Vindictive* had been fitted with concrete and fitted out as a block ship.

Our Light Forces returned to their base with the loss of a motor-launch, which was damaged and was sunk by the Vice-Admiral's orders to prevent it falling into the enemy's hands.

Our casualties were light.

THE PURPOSE SERVED BY THE BLOCKING.

LONDON, May 11th. It is stated upon unquestionable authority that the *Vindictive* lies in the neck of the channel at the entrance of Ostend harbour at an angle of about thirty degrees. Lying thus she does not effectively block the channel, which is twenty feet wider than the length of the *Vindictive*, but a very useful purpose has been served. A partial and very serious blockage has been achieved and the obstruction will certainly tend to increase under the conditions of the tide and the rapid silt prevailing on that coast. As it is, it is not claimed that the *Vindictive* will prevent the egress of submarines or even entirely stop the egress of destroyers. It will materially hamper both, however.

What is very important is that the German light craft, when chased by our sea forces, will not be able to hither to rush at full speed into shelter.

The British casualties so far ascertainable are well under 30.

The plan followed was an almost exact repetition of that at Zebruggue. It was carried out between midnight on Thursday and four o'clock this morning. There were supporting vessels and a heavy fire. A smoke-screen was again employed, and the climatic conditions were fairly favourable. The small number of casualties indicates that the enemy was surprised.

It is computed that at least three or four days must elapse before a channel can be cleared and buoyed between the stern of the sunken cruiser and the land. The silt is collecting very fast at Zebruggue, despite dredging.

Attacking cruisers would be so placed that an attempt to blow up the obstruction would be fraught with considerable danger to the neighbouring permanent structure.

OPERATION AROUSES THE GREATEST SATISFACTION.

LONDON, May 10th. The greatest satisfaction is felt at the successful operation at Ostend. One or two vessels participating show scars of battle.

Bodies have been landed at Dover. There are no further details at present.

OPERATION DESCRIBED.

The blocking of Ostend was carried out, as previously, under the direction of Commodore Lynes. The weather conditions were ideal until 1.45 this morning, a quarter of an hour before the *Vindictive* was timed to arrive at the entrance. Then the sea fog drifted toward the shore, reducing visibility to three or four hundred yards, rendering work very difficult. The *Vindictive* for twenty minutes crossed and recrossed from west to east seeking an entrance, and she was subjected to a fire which caused the casualties. About 2.30 this morning the crew were delighted to find themselves almost alongside the piers. Then came the great ordeal. Shot and shell were battering the *Vindictive*, but her Captain swung her into the channel and rammed her stern against the eastern pier. Finding the *Vindictive* around aft and immovable the officer cleared the engine-room and stackhold and blew up the charges.

The crew jumped into two motor-boats which were gallantly standing by ready for their rescue. The *Vindictive* was then

lying at an angle of forty degrees off the eastern pier. The Germans frantically endeavoured to prevent the escape of the crew, a hurricane of shell being rained round the departing launches. One of these was sighted by the flagship *Warwick*, with Admiral Keyes on board, at 3.15 in the morning, and two lieutenants and 38 of the *Vindictive's* men were taken off. One man was dead.

All aboard the *Vindictive* were volunteers from the Dover Patrol. One officer had participated in the Zebruggue attack. Commodore Lynes' report says that the enemy did not interfere with the passage out of the small craft. All were despatched to their stations with supporting destroyers, and two motor-boats were detailed to torpedo the piers.

The sea fog stopped the work of the accompanying aeroplanes for a time. Even the searchlights were invisible, but the latter cleared when the *Vindictive* arrived. The air attacks recommenced, and for an hour the scene was most lurid with the thunder of the guns at sea and on the land, the explosions of the aeroplanes bombs, the cross-crossing of the searchlights, and the glare of the star-shells.

Commodore Lynes says that two rescuing motor-boats brought off 3 officers and 40 men of the *Vindictive's* crew. Two other launches searched the shores carefully under very heavy fire, but found nobody.

The *Vindictive's* crew numbered 52 officers and men. She was about two miles from land when the enemy opened fire. All the casualties were caused by the fire of numerous six-inch and four-inch guns, and at least one 11-inch gun, and a hundred machine-guns.

Commodore Lynes mentions that some of the German ships at Ostend ventured to sea to repel the attack of the British, whose operations were covered by monitors. The first of these coast batteries was so heavy that 200 shells fell close to two monitors without hitting them or causing any casualties. Airmen under the Dover command incessantly bombed enemy air-men.

It was subsequently ascertained that the *Vindictive* is lying between 130 and 200 yards inside the pier.

No attempt was made to land men. No Germans were visible on the pier.

It is now disclosed that the previous attempt to block Ostend failed, because the enemy had just previously moved the buoys out of position.

"VINDICTIVE'S" HEROES NOT TO BE DENIED.

LONDON, May 11th. It is stated at Dover that Vice-Admiral Keyes decided that the *Vindictive* should be handled by a crew told off for the brilliant work with the *Virene*, and previously tried to block Ostend, but the Engineer-Commander, Petty Officer and four artificers who had served on the *Vindictive* at Zebruggue claimed the right and were allowed to remain.

WAR CABINET'S THANKS.

LONDON, May 11th. The Press Bureau announces that the War Cabinet has telegraphed to Vice-Admiral Keyes:—"The country owes you and your officers and men the warmest thanks for your successful efforts to deal with the submarine menace at its source. The blocking of Ostend puts the finishing touch to your gallant achievement at Zebruggue, for which we send your our sincere congratulations."

ZEBRUGGE PRACTICALLY USELESS AS A BASE.

LONDON, May 9th. It has been reported from Switzerland that the Germans are unable to use the Flemish ports and are obliged to direct all their submarines and destroyers to German ports.

This cannot be confirmed, but certain quarters are convinced that the blocking of Zebruggue has proved to be more far more successful than has so far been imagined, and is practically useless for the Germans.

GERMAN VERSION.

LONDON, May 10th. The German official version of the Ostend exploit states that enemy ships, protected by an artificial fog, tried to force their way into the harbour, but were driven off by our coastal batteries. It asserts that the *Vindictive*, which was entirely battered to pieces, lies aground before the harbour outside the navigation channel, and the entrance is quite free.

LATEST CABLES.

THE "VINDICTIVE'S" GLORIOUS END.

LONDON, May 11th. The *Vindictive's* noble end is acclaimed by the papers as securing her a place in history for association with two of the most heroic deeds in naval annals. It is declared that Nelson never did anything finer. If his ship the *Victory* is the cathedral of the Navy, the *Vindictive* is the twentieth century witness to its fighting spirit. Occasion is taken to pay a tribute to the skill and devotion with which the Navy secured a triumph of sea-power in a manner unprecedented in the history of warfare. Deeds as intrepid and skillful as these are now applauded are done daily and nightly, but the well concealed work of the Navy is rarely lifted. Admiral Sir John Jellicoe's prediction that the submarine menace would be ended by August is now recalled, in connection not merely with the Zebruggue and Ostend exploits, but by the closing of the North Sea from Norway to the Orkney Islands by the greatest minefield ever laid. Millions of mines and money have been devoted to this North Sea barrier, which the Germans will only be able to evade if they use Norwegian waters. The completion of the minefield and the Belgian coast operations are regarded as one of the most important naval undertakings of the war, and confidence is felt that aggressive policy will be further extended.

Italian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

ENEMY HEIGHT STORMED.

LONDON, May 11.

An Italian official report states:—We stormed the strongly-organized height of Monte Gorno, in Vallarsa, on the night of May 9th, capturing one hundred prisoners and two guns.

The Near East.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

POLITICAL IMPORTANCE OF ARABIA.

AMSTERDAM, May 10th. The well-known German military writer, Colonel Gaidke, reviewing the war situation in *Forwards*, points out that if the British succeed in their object of cutting the Hedjaz Railway, Arabia would probably be lost to Turkey. Substantial political importance must, therefore, be ascribed to the fighting in Palestine.

Colonel Gaidke adds:—"From the British standpoint Mr. Lloyd George is right when he does not permit himself to be turned from his object by Press attacks."

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

EMPEROR KARL VISITS GERMAN HEADQUARTERS.

AMSTERDAM, May 12th. The Emperor Karl, accompanied by Count Burian and General von Arz, Chief of Staff, has gone to the German Headquarters.

EXCESS PROFITS TAX. FAR EASTERN INDUSTRIES AFFECTED.

LONDON, May 12th. As regards the Excess Profits Duty the *Gazette* fixes the percentage for the mangrove bark industry in Borneo at 10 per cent. and on Malayan tin companies at 16 per cent.

THE ROUMANIA PEACE. CRITICISM IN CENTRAL EMPIRES.

LONDON, May 12th. There is considerable criticism in Germany and Austria concerning the peace at Bucharest.

The *Leipziger Volkszeitung* describes it as a pure nullity, containing open annexations and concealed war indemnities in the shape of economic promises as burdensome as money in demerits.

The *Neues Wiener Tagblatt* expects that Germany will be more moderate in her Eastern treaties, and warns Austria against considering it as a reconciliation. The journal thinks Rumania only concluded it because she must, and because she hopes that it will be completely reversed at the Peace Conference.

How much this criticism is justified appears from Reuter's Correspondent at Amsterdam's details of the Supplemental Treaty between Germany and Rumania, that the latter renounces indemnities and damage caused by Germany and undertakes to refund the money paid for such damage.

EARLIER CABLES.

ROUMANIA'S ONLY HOPE.

LONDON, May 10th. Reuter's Agency learns that the well-informed Rumanian circles feel that the first result of the Rumanian peace treaty will be that not a single pro-German will be left in Rumania. The fall of Count Cernin has clearly brought a hardening policy towards Rumania. Count Burian and von Kuhlmann, egged on by pan-Germans, tried to achieve a success somewhere, and they have got it by force majeure. The Rumanians realise that their only hope of saving their country from becoming a practically a German dependency is an Allied victory, of which they are confident.

PEACE ACCORDING TO TRADITION.

LONDON, May 10th. The *Frankfurter Zeitung*, commenting on the Rumanian Peace, says:—"It is a peace concluded, according to tradition, between victor and vanquished."

WHAT BRITAIN CANNOT AFFORD TO LOSE.

THE ONLY THING WORTH PROSECUTING.

LONDON, May 10th. Viscount Curzon, in a speech at a meeting of the Primrose League in London, said Great Britain at present was the pillar and bulwark of the liberties of the world. Since the present Government had been in office the Empire had exerted a war effort unequalled in history. Great Britain had affirmed that the nation, Empire and the Allies would sooner have Mr. Lloyd George as Premier than any other statesman. (Cheers.) Mr. Lloyd George was regarded as the symbol of that inexhaustible spirit and resolve of the British Empire. Had he fallen yesterday flags would have waved over Berlin. The country was sick of the unpatriotic attacks on the Government under cover by eminent soldiers and sailors. The moment the country allowed the Military Administration to assume the upper hand the country was on the path to disaster. (Cheers.) Referring to the military situation, Viscount Curzon said grave times were ahead. Conceivably our brave soldiers might have to give ground, but the unity of Command, the increasing effort of America, and the indomitable spirit of the British people were sources of encouragement. He could wish that Ireland had joined in the military effort. Let us hope it was not yet too late. (Cheers.) The only thing we could not afford to lose was the war. (Cheers.) The only thing worth prosecuting was the war.

SITUATION IN IRELAND.

MILITARY CHANGES.

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(REDFERN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to BRUCE & Co., Canton.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"SUNGKIANG"	On 14th May, D'light
SWATOW and BANGKOK	"CHINEVA"	On 14th May, 9 a.m.
NEWCHANG	"TAMSIU"	On 14th May, D'light
SHANGHAI	"SUNNING"	On 14th May, 3 p.m.
SHANGHAI	"YINGCHOW"	On 18th May, 3 p.m.
TIENTSIN	"HUICHOW"	On 23rd May, Noon.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO
Excellent Saloon accommodation, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to—
TELEPHONE 38

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 16 Days)

"HAIHONG"	... Capt. J. W. Evans ...	FRIDAY, 17th May, at Noon.
"BAITAN"	... Capt. A. E. Hoelger ...	TUESDAY, 21st May, at Noon.

Arrivals and Departures from the Company's Wharf (near Hake 1st)

For Freight and Passage, apply to—

DOUGLAS LAFRAIR & CO.
General Managers

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

WESTWARD

The above Steamer have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage apply to

DAVID BARSOON & CO., LTD.
Agents

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON.

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave HONGKONG	Connecting Mail	Due at MARSEILLES	Due at LONDON
Colombo	Noon	Str. from Colombo	1917	1917

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave HONGKONG ABOUT
Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available to Messageries Maritimes Company.	

INTERMEDIATE STEAMERS

(Non-Transshipment).
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
The Intermediate Service is Temporarily Suspended.	about	about	about	about

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gossard & D'Ottolenghi at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For further information, Passage Fare, Freight, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	MARU 12,500 tons	14th May 11 a.m.
YOKOHAMA	KAMAKURA MARU 12,500 tons	25th May 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU 13,500 tons	18th May 11 a.m.
YOKOHAMA	NIKKO MARU 9,900 tons	15th June 11 a.m.
SHANGHAI, MOJI & KOBE	HWAH-WU MARU 8,000 tons	30th May

LONDON OR LIVERPOOL VIA SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN

MELBOURNE VIA MANILA, ZAMBOANGA, THURSDAY, IS, TOWNSVILLE, BRISBANE & SYDNEY

NEW YORK VIA SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL

BOMBAY VIA SINGAPORE, MALACCA & COLOMBO

CALCUTTA VIA SINGAPORE, PENANG & RANGOON

† Omitting Shanghai and/or Moji. † Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

NEXT SAILINGS FROM HONGKONG.

† SUWA MARU ... WED. 16th May, at 11 a.m.

† FUSHIMI MARU ... TUES. 11th June, at 11 a.m.

† Omitting Manila Enroute.

For further information apply to

NIPPON YUSEN KAISHA.
B. MORI Manager

Telephone 292 and 293

TOYO KISEN KAISHA
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
KOREA MARU	18,000	FRI., 24th May.
SIBERIA MARU	18,000	SAT., 8th June.
TENYO MARU	22,000	SAT., 22nd June.
SHINYO MARU	22,000	TUES., 16th July.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIQUA AND IQUIQUE.
THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
NIPPON MARU	11,000	May 15th.
KIYO MARU	17,300	July 12th.
ANYO MARU	18,500	Sept. 6th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LEB, and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call to Japan free of Charge.
For full information as to rates, sailings, etc., apply to—

TELEPHONE 2374 and 2375.

T. DAIGO, Manager,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

For full particulars regarding sailings, apply to

TELEPHONE 740.

P. THOMAS, Agent,
Queen's Building.

O. S. K.
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA via SHANGHAI, MANILA, NAGASAKI, KOBE, and YOKOHAMA.
"ARABIA MARU" ... SATURDAY, 1st June, at 3 p.m.
"AFRICA MARU" ... WEDNESDAY, 6th June, at 3 p.m.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget Sound with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Manilla, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, sailing at Auckland, N. Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay sailing at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manilla, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung, Taipei, via Swatow and Amoy

"AMAKUSA MARU"	... SUNDAY, 19th May, at Noon.
"JOSEPH MARU"	... TUESDAY, 21st May, at 9 a.m.
"KOSHI MARU"	... THURSDAY, 23rd May, at 9 a.m.
"KAIYO MARU"	... SUNDAY, 26th May, at Noon.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 77 will be fixed.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

TEL. Nos 744 and 745.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

JUNE 21. and AUGUST 31. 1918.

AN UNRIVALLED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE PORTS.

O. H. RITTER, Freight and Passage Agents,
Princes' Buildings, 100, Queen's Road.

